



TOTAL PLANNING

PLANNING, DESIGN AND ACCESS STATEMENT

SITE ADDRESS: 7 MEADOW CLOSE, RUISLIP, MIDDLESEX HA4 8AP

DATE: APRIL 2023



TOTAL PLANNING | 37 BERESFORD AVENUE | LONDON W7 3AJ

T: 07596 120888

E: info@totalplanning.co.uk

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Executive Summary

This statement has been prepared by Total Planning to support a Section 73 application proposal for variation of conditions 2 (Approved Drawings), 3 (External Materials), 4 (Landscaping Scheme), 8 (Sustainable Water Management), and 10 (Construction Logistics Plan) to planning permission ref: 75385/APP/2020/3879 (Erection of a two storey 4 bed replacement dwelling with associated parking and amenity space) for alterations to external elevations (including provision of 2 rear/side dormer windows) and changes to the internal layout.

The principle of a replacement dwelling on this site has already been secured under the original planning permission.

The modest changes sought would improve the appearance of the building and protect both the visual amenity and residential amenity of neighbours.

The supporting information delivers an enhanced landscaping scheme that will improve the appearance of the development and improve drainage as well addressing flood risk.

Overall, this application should be welcomed as it will ensure that the scheme remains of high-quality and is in accordance with adopted policy.

The Site

The application site comprised a detached bungalow set within a spacious plot, located in the south-western corner of Meadow Close, a cul-de-sac. The original dwelling had a white painted finish set beneath a hipped roof with a hipped front projection to one side.

The street scene is residential in character and appearance and comprises a mixture of property types. These are predominantly single storey, although there are some two storey and others that have benefitted from loft conversions to create one and a half storey properties, including No. 8 to the north. The application site lies within an Archaeological Priority Area as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). The site is also situated within Flood Zone 2 and has a PTAL score of 1a (poor).

Proposed Development

This application seeks consent for variation of conditions 2 (Approved Drawings), 3 (External Materials), 4 (Landscaping Scheme), 8 (Sustainable Water Management), and 10 (Construction Logistics Plan) to planning permission ref: 75385/APP/2020/3879 (Erection of a two storey 4 bed replacement dwelling with associated parking and amenity space) for alterations to external elevations (including provision of 2 rear/side dormer windows) and changes to the internal layout.

In terms of varying the above conditions, below is a list of the original conditions followed by the new wording which this application seeks to vary the conditions to:

From:

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers L1050 Rev. P4, L1051 Rev. P4, L1052 Rev. P4, L1053 Rev. P4, L2050 Rev. P4, L2051 Rev. P4, L2052 Rev. P4, L2053 Rev. P4 and L3001 Rev. P4 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

To:

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P.000, P.M.400 Rev B, P.M 500 Rev B, and P.M.600 Rev A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

From:

3. No superstructure works shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local

Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

To:

3. The development shall be carried out and completed in accordance with External Materials Schedule ref: JLEM/2023/2001 dated 12/04/2023.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

From:

4. No superstructure works shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials 2.f External Lighting

3. Schedule for Implementation

4. Other

4.a Existing and proposed functional services above and below ground 4.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

To:

4. The development shall be carried out and completed in accordance with the Landscaping Plan prepared by JL and Landscaping Schedule ref: JLLP/2023/2001 dated 12/04/2023. Thereafter the development shall be maintained in full accordance with these approved details, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

From:

8. No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy SI5 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policy SI5.

To:

8. The development shall be carried out and completed in accordance with the Surface Water Suds Maintenance Statement Ref 12003; Proposed Drainage Manhole Schedule drawing 231628/510/01; Proposed Drainage Pipes Schedule drawing 231628/510/02; Micro Drainage Summary Results; and the Proposed Drainage Layout ref: 231628/500/01. Thereafter these drainage arrangements

and the development shall be maintained in full accordance with these approved details, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DME1 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policy SI5.

From:

10. No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMT 1 and DMT 2 of the Local Plan Part 2 Development Plan Policies (2020) and the London Plan (2016).

To:

10. The development shall be constructed and carried out in accordance with the Construction Logistics Management Plan ref: 231661/CLP/AG/RS/01 dated April 2023.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMT 1 and DMT 2 of the Local Plan Part 2 Development Plan Policies (2020) and the London Plan (2016).

Planning History

Planning permission Ref: 75385/APP/2020/3879 for erection of a two storey 4 bed replacement dwelling with associated parking and amenity space was granted on the 16th March 2021. This application seeks to vary this planning permission.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon's Local Plan: Part 1 & 2, the London Plan, the NPPF and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

National Planning Policy

The National Planning Policy Framework (NPPF) under paragraph 11 states decisions should apply a presumption in favour of sustainable development and 11(c) stipulates that for decision taking this means approving development proposals that accord with an up to date development plan without delay.

Paragraph 38 stipulates that local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every

level should seek to approve applications for sustainable development where possible.

Chapter 5 of the NPPF refers to '*Delivering a sufficient supply of homes*'. Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Chapter 9 of the NPPF refers to '*Promoting sustainable transport*'. Paragraph 105 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.

Within this context, paragraph 112 states that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Chapter 11 of the NPPF refers to '*Making effective use of land*'. Paragraph 117 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

- d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) The importance of securing well designed, attractive and healthy places.

Paragraph 125 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

- b) The use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and
- c) Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Chapter 12 of the NPPF refers to '*Achieving well-designed places*'. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspects of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 130 states that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that significant weight to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area as long as they fit in with the overall formal and layout of their surroundings.

Chapter 14 of the NPPF refers to '*Meeting the challenge of climate change, flooding and coastal change*'. Paragraph 154 states that new development should be planned for in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

Regional Planning Policy

Policy GG1 '*Building strong and inclusive communities*' of the London Plan states that delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspace in accessible locations, and social, physical and environmental infrastructure that meets London's diverse needs is essential if London is to maintain and develop strong and inclusive communities.

To build on the city's tradition of openness, diversity and equality, and help deliver strong and inclusive communities, those involved in planning and development must:

- provide access to good quality services and amenities that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.
- ensure that streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish.
- ensure that new buildings and the spaces they create are designed to reinforce or enhance the legibility, permeability, and inclusivity of neighbourhoods, and are resilient and adaptable to changing community requirements.
- support the creation of a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation.

Policy GG2 '*Making the best use of land*' of the London Plan states that London's population is set to grow from 8.9 million today to around 10.8 million by 2041.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks. Integrating land use and transport in this way is essential not only to achieving the Mayor's target for 80 per cent of all journeys to be made by walking, cycling and public transport, but also to creating vibrant and active places and ensuring a compact and well-functioning city.

All options for using the city's land more effectively will need to be explored as London's growth continues, including the redevelopment of brownfield sites and the intensification of existing places, including in outer London. New and enhanced transport links will play an important role in allowing this to happen, unlocking

homes and jobs growth in new areas and ensuring that new developments are not planned around car use.

To create high-density, mixed-use places that make the best use of land, those involved in planning and development must:

- enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites
- prioritise sites which are well-connected by existing or planned public transport
- proactively explore the potential to intensify the use of land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- Applying a design-led approach to determine the optimum development capacity of sites
- understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.

Policy GG3 '*Creating a healthy city*' of the London Plan states that to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

- ❖ ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
- ❖ promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.
- ❖ use the Healthy Streets Approach to prioritise health in all planning decisions.
- ❖ plan for improved access to green spaces and the provision of new green infrastructure.

Policy GG4 '*Delivering the homes Londoners need*' of the London Plan states that to create a housing market that works better for all Londoners, those involved in planning and development must:

- ensure that more homes are delivered.
- support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
- establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value

Chapter 3 Design of the London Plan contains the following relevant policies:

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D6 Housing quality and standards
Policy D7 Accessible housing
Policy D8 Public realm
Policy D9 Tall buildings
Policy D11 Safety, security and resilience to emergency
Policy D12 Fire safety
Policy D13 Agent of Change
Policy D14 Noise

Policy D2 '*Infrastructure requirements for sustainable densities*' of the London Plan states that the density of development proposals should consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels.

When a proposed development is acceptable in terms of use, scale and massing, given the surrounding built form, uses and character, but it exceeds the capacity identified in a site allocation or the site is not allocated, and the borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an infrastructure assessment during the planning application process, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

Policy D3 'Optimising site capacity through the design led approach' of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, and that best delivers the requirements set out in Part D.

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking, and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of higher density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

Chapter 4 Housing of the London Plan contains the following relevant policies:

Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H5 Threshold approach to applications
Policy H6 Affordable housing tenure
Policy H10 Housing size mix

Chapter 8 Green Infrastructure and Natural Environment of the London Plan contains the following relevant policies:

Policy G4 Open space
Policy G5 Urban greening
Policy G7 Trees and woodland

Chapter 9 Sustainable Infrastructure of the London Plan contains the following relevant policies:

- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 4 Managing heat risk
- Policy SI 5 Water infrastructure
- Policy SI 12 Flood Risk Assessment
- Policy SI 13 Sustainable drainage

Chapter 10 Transport of the London Plan contains the following relevant policies:

- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.1 Residential parking

- Housing SPG
- Affordable Housing and Viability SPG
- Accessible London SPG
- Play and Informal recreation SPG

Local Planning Policies

The Hillingdon Local Plan Part 1 - Strategic policies sets out the overall level and broad locations of growth up to 2026. Together with the Local Plan Part 2 Development Management Policies and Site Allocations and Designation documents it forms the Council's future development strategy for the borough.

The Local Plan Part 1 – Strategic policies contains the following relevant policies:

- Policy E1: Managing the Supply of Employment Land
- Policy H1: Housing Growth
- Policy HE1: Built Environment
- Policy EM1: Climate Change Adaptation and Mitigation
- Policy EM2: Green Belt, Metropolitan Open Land and Green Chains
- Policy EM3: Blue Ribbon Network
- Policy EM4: Open Space and Informal Recreation
- Policy EM6: Flood Risk Management
- Policy EM7: Biodiversity, and Geological Conservation
- Policy EM8: Land, Water, Air and Noise
- Policy T1: Accessible Local Destinations
- Policy CI1: Community Infrastructure Provision

The Local Plan Part 2 – Development Management Policies contains the following relevant policies:

- DMHB11 Design of New Development
- DMHB12 Streets and Public Realm
- DMHB14 Trees and Landscaping
- DMHB15 Planning for Safer Places
- DMHB16 Housing Standards
- DMHB17 Residential Density
- DMBH18 Private Outdoor Amenity Space
- DMHB19 Play Space

DMEI1 Living Walls and Roofs and Onsite Vegetation
DMEI2 Reducing Carbon Emissions
DMEI7 Biodiversity Protection and Enhancement
DMEI9 Management of Flood Risk
DMEI10 Water Management, Efficiency and Quality
DMEI14 Air Quality

DMCI2 New Community Infrastructure
DMCI4 Open Spaces in New Development

DMT1 Managing Transport Impacts
DMT2 Highways Impacts
DMT5 Pedestrians and Cyclists
DMT6 Vehicle Parking

Assessment

The principle of a replacement dwelling on this site has already been secured under the original planning permission.

This application only seeks permission to modify the proposal modestly in terms of its design and the opportunity has been taken to provide further details of external materials, landscaping, and to provide a detailed Sustainable Water Management Scheme and Construction Logistics Scheme.

In terms of the precise design changes to the original planning permission these would be as follows:

- ❖ External Elevation Changes
 - Provision of 2 side dormer windows to the rear/side (note glazing will be obscured and non-openable)
 - Changes to fenestration including replacement of 2 ground floor front level windows with 1 larger window; change to front door design; removal of 1 opening at rear and enlargement of sliding doors; rearrangement of openings on southern side and removal of 1 opening and replacement of another for a door; and reorientation of ground level north side elevation openings.
 - Other minor changes including installation of gutters; solar panels; and fascia boards
- ❖ Internal Changes
 - Ground Floor Level
 - Rearrangement of ground level to subdivide family room (kitchen / dining space) into separate kitchen and dining rooms
 - Subdivision of front living room into snug and home office / study
 - First Floor Level
 - Rearrangement of first floor level to provide open gym and playroom spaces on rear section of landing. Also, provision of a laundry store.

This application also contains further details regarding materiality, landscaping, Sustainable Water Management and Construction Logistics. In respect to these matters, the following have been submitted:

- External Materials Schedule prepared by JL Total Planning
- Landscaping Plan and Schedule prepared by JL Total Planning

- Sustainable Water Maintenance Scheme and Proposed Drainage Layout prepared by Lanmor Consulting
- Construction Logistics Management Plan prepared by Lanmor Consulting

The proposed changes are modest in their nature and they will not substantially affect the appearance of the building or have a detrimental impact on the character and appearance of the area.

Given their nature, they will also not cause any harm to the residential amenity of neighbouring properties. The 2 new dormers on the side of the roof at first floor level were accepted on a previous scheme considered by the Council. These will be obscure glazed and non-openable. Therefore, the proposal will protect the residential amenity of neighbouring occupiers.

The drainage and Suds details are considered to meet the requirements of the original condition and as such, varying the condition to require compliance with these details should be satisfactory.

Similarly, the landscaping arrangements would enhance the appearance of the property and it is adequately designed to take account of the flooding issues on the wider site.

Overall, this application to vary the original planning permission to secure these modest changes to the design of the house should not be considered unacceptable in the context of the wider house and original consent. Therefore, it is hoped that this application will be well received and approved.